

## NAVAL PLANE FLIES WITH IDLE ENGINE

The NC-3 Goes Aloft With Crew of Nine, Using Only Three Motors.

PLANS IN FINAL STAGE  
Men Sent to Other Side as Preparation for Oversea Flight.

Preparations for the navy's overseas flight yesterday began to look as if near the final stage at Rockaway Beach. While the work of readjusting the NC-1 and NC-4 kept the hangars humming all day, the NC-3 made a noteworthy flight under the guidance of the men who have had most to do with the arrangements for the race across the ocean.

Commander John H. Tower, in general charge of the flight plan, came on from Washington for yesterday's flight and with him in the NC-3's big canoe were Lieut. Commander P. N. L. Bellinger, just back from Newfoundland on important work in the selection of a jumping-off place there, and Commander A. B. Richardson, Lieut. David McCulloch, two of the men who are almost sure of places as pilots on the navy's transatlantic team.

The NC-3, with her engines readjusted so as to place three tractors abreast between the wings, and the fourth engine alone as a pusher, was in the water and being tuned at 6:30 this morning. At 2:30 the officers mentioned and mechanics, bringing the total load up to nine, climbed aboard and taxied out into the bay. The starboard engine was not working when the NC-3 left the beach, but she responded readily to the pull of the jockey and rose rapidly to a height of 500 feet.

At the end of an hour's cruise she pulled into the beach once more and it was observed that her starboard engine was still idle. The officers on board said that it had remained idle throughout the trip. This, however, was looked upon more as a proof of the plane's ample power than as any serious defect.

The NC-3 had many companions in the air on her flight. A dirigible was busy on some minor tests, lazily ignoring the airplanes. Of the latter three were executing some preliminary flops before starting for New York to do some stunts for the Liberty Loan.

Twelve were just starting for the water as they were aloft. The NC-2 probably has definitely ended her career. Big progress had been made yesterday in transferring the wings of this boat to the NC-1, whose fuselage had been found superior but whose own wings were smashed in the recent storm. On both the NC-1 and NC-4 work is progressing in the relocation of the motors on the plan tested and found so much more powerful on the NC-3.

Neither Commander Tower nor Commander Bellinger would discuss the probable date of the start of the navy's entries. Everyone on the station, however, is plainly cheered by the news from Newfoundland showing that the British teams so early on the ground are having their handicap cut down by the bad weather.

St. John's, N. F., April 23.—A cable message from the British Air Ministry, asking reasons for the failure of Harry G. Hawker, Australian aviator, and Capt. Frederick P. Raynham, his rival, to start their transatlantic flights, created a stir in the two aviators' camps here last night.

The cablegram, directed to Lieut. Lawrence J. Clements, meteorological expert here in connection with the proposed flight, said that all weather reports reaching England had indicated favorable weather conditions for the start.

Following consultation with Hawker and Raynham, Clements replied that it was shown that conflicting winds made a start impossible. Both aviators, who asked about their careers, said it had been due to local conditions, and reports of adverse winds and weather in mid-ocean as received from Clements.

It has been generally conceded here that Hawker realized now he allowed almost perfect conditions to pass on April 19 and 21, but unpreparedness, notwithstanding his haste to forestall Raynham, was advanced as his reason for letting the opportunity pass.

With mist and rain to-day, followed by more rain to-night, Hawker and Raynham face the prospect of further delay.

Weather Increases Traffic Fines.

The March report of the Traffic Court showed an increase in fines and the number of offenders, which Magistrate House attributed to the effect of the weather on traffic. The fines totalled \$19,431. There were 1,321 arrests and 73 citations. Four citations were revoked. The number of speed cases was 617, of which 501 were first offenders.

## HOW TO CHOOSE THE RIGHT VOCATION

The best job for you in life is described by Holmes W. Merton, expert Vocational Counselor, in this vital new book. Soldiers and sailors coming back to civil life, men and women ambitious to succeed in business, young people just starting their careers, all need this book. If you are "a square peg in a round hole" this book will help you find yourself. It explains dozens of things as:

1400 Distinct Vocations, and Abilities Needed in Each; Picking the Job You Were Made to Fill; Making Your Work Yield the Utmost Satisfaction and Profit; Analyzing Your Natural Abilities; Discovering Your Unusual Powers; Bringing Into Play Your Real Abilities, etc.

"By following the instructions given by Mr. Merton, young men and women have saved years of wasted effort and disappointment."

—Adapted from "The Vocational Guide," by Holmes W. Merton.

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FUNK & WAGNALLS COMPANY, 356 Fourth Ave., N. Y. City

## MOUQUINS OBSERVE 60TH WEDDING DAY

Patrons for Half a Century Call Upon Restaurateur and Helpmate.

ENTIRE FAMILY PRESENT  
Oldest Employee, 59 Years in Service and Now 77, Among Notable Company.

The only shadow that was cast over the reception of Mr. and Mrs. Henri Mouquin, Sr., to celebrate their sixtieth wedding anniversary in their famous restaurant at 149 Fulton street yesterday was due to the cloudburst of prohibition impending over the land. In fact, they said they expected that if the country remains in that condition they will have to celebrate their seventy-fifth anniversary in France. No wine, no wedding anniversary.

But after all, this impending drought had very little chance to mar their happy day, for old friends by the score thronged about them on the second floor of the restaurant and shook their hands, keeping their faces too busy with smiles and their minds too occupied with thoughts of past days to give them any opportunity to regret the passing of their daily appetizer. Men of all walks of life were there, some of whom had known the elder Mouquin from the time when he opened his first restaurant at 25 Fulton street after he arrived in this country at the age of 17 and learned the restaurant business here at Delmonico's.

His oldest employee came—Alexander Smith, 77 years old, who started working for him fifty-nine years ago as a waiter, and who insisted on coming, even though he is a paralytic and practically had to be carried to the restaurant, and having risen to see his old boss, after and acquired a comfortable nest egg Smith retired five years ago.

Entire Family Present.  
Though he suffered a stroke last December Day and has been under the care of a physician since then, nothing could keep him away from this jubilee. So the white-haired man was brought in an automobile from his home by his daughter, Caroline Smith, and his son Joseph, and leaning on their arms was carried into the restaurant, eagerly trembling to shake the hand of old Henri. Old Henri smiled through the tears when he saw him.

The whole house of Mouquin of course was on hand also, for if the elderly couple could travel all the way from their home in Williamsburg, Va., to attend the wedding of their son, they would not be less than the younger generation, though not as numerous as the family came from their city home.

Mr. and Mrs. Mouquin, Sr., were looking almost as young as his father, and the three Louis—Louis C., who hurried about as master of ceremonies and looked as flushed and bulging with happiness as the rosiest picture ever drawn of a well-to-do European, and his two sons, Louis H., his son, noted as a fencer, who celebrated his recent release from the navy in addition to the triumph of the name of Mouquin, and Louis J., who, grandson of Louis, who, though only 14 months old, is already showing the traditional Mouquin discrimination in vials.

Grandson is With Pershing.  
Nor must one forget Mrs. Ida Jacques, daughter of the elder Mouquin, whose son Henri Casimir Jacques, is a secretary overseas to Gen. Pershing, which makes it certain that the general when he comes to New York will be able to pick with unerring certainty a place for a fine meal. And all of these, like the rest of the gathering, gave their congratulations to Grandpere and Grandmère. Grandpere is 82, and his hair is sprinkled with gray, but his step, though elderly, is firm. He seems to remember everybody, which was no small task for it seemed as though anybody who had dined at least once at Mouquin's had come to see him.

And Grandmère, 84 years old, seemed able to move about and make conversation almost as readily as when she came to this city from Switzerland and married her companion in 1859. The couple indeed seemed much younger in spirit than any of the old timers, their juniors in years, who flowed in an unceasing stream amid the decorations of Swine, American and French flags and the heaps of flowers sent by friends.

The mushroom king, Pedigree of Plainfield, was there, smiling at all his ruddy countenance, and J. T. Pike, a patron of the restaurant for fifty years, who could tell of the old waiters who had acquired foreign reputations and the table d'hôte dinner they used to serve in the basement for 25 cents.

Louis Waits on the Guests.  
But it was the affection of his old helpers that affected Mr. Mouquin the most deeply. One of these was Edward

Chill, once a worker in Washington

Mouquin, who used to deliver produce to the President and has since become a livestock dealer and is now Boulevard Commissioner of Hudson county, New Jersey. Even the waiters and cooks in the place to-day joined in the celebration, ate the elaborate buffet luncheon and drank the toast with the other guests, so that Louis, forced to wait on guests himself, said with an apologetic smile, "The waiters think they are part of the family."

Among those who attended were John T. McAvoy, Justice of the Supreme Court; Thomas J. Drennan, Fire Commissioner; Richard E. Enright, Police Commissioner; W. A. Rogers, William C. Reick, Adolph Gehr, Richard Broomehead of the American Express Company, Fred Muschenheim of the Hotel Astor and John McE. Bowman of the Baltimore and Ohio Railroad, and Edward A. Tierney of the Hotel Ansonia. More than 500 congratulatory messages were received, together with letters from Gov. Smith, Mayor Hylan and Joseph Tumulty, secretary to the President.

That this is the case I know to be true, for that was precisely the effect when I sold to the United States Steel Corporation a tract of 162 acres at the head of New York Bay. The response from other large concerns was immediate.

The Empire Building is on a plot of ground that is unique in its location, at the head of Wall street, facing on the open grounds of Trinity Church and literally surrounded by subways, subway stations, elevated railroads and stations and electric surface cars that lead here, there and everywhere."

Dimensions of the Plot.  
The Empire Building plot has a frontage of seventy-eight feet on Broadway at the southwest corner of Rector street, 233 feet on Rector street and fifty feet on Church street and overlooks Trinity Church on the north. The total area of the plot is about 14,000 square feet.

When the building was erected, in 1877 and 1878, its foundation, which consists of twenty-three steel columns, were carried down fifty or sixty feet to bedrock. Architecturally the building is a fusion of modern and classical styles that were logically early, the main expression being early Italian renaissance with features of the Græco-Roman. Its form exhibited marked strength and a high degree of beauty without affectation.

It is distinctive in the symmetry of its proportions and of the harmony of its details.

Prior to the erection of the Empire Building its site was occupied by a six story brownstone office structure, built in 1829, which, despite its later day shabbiness, housed many of the builders and firms. One of its most prominent tenants was the late Russell Sage, whose office once was invaded by a fanatic, who in an attempt upon the life of Mr. Sage by "bombing" succeeded only in seriously injuring one of his clerks.

The late Washington Connor, who was Mr. Sage's broker, occupied offices in the same building. After the bombing incident both Mr. Sage and Mr. Connor moved to the Bank of Commerce Building, 31 Nassau street.

Another old time firm in the 71 Broadway Building was Hammerlough Bros., who occupied the Broadway and Rector street corner.

## U. S. STEEL BUYER OF \$5,000,000 BUILDING

Continued from First Page.

city of New York and its vast business interests because of its probable effect upon the minds of prominent men, many of whom need only the definite leadership and action of one good captain of industry to decide for them the question of locating their permanent headquarters here or elsewhere.

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Old Structure Razed in 1897.  
The contract for removing this building was awarded to Byron W. Green, Jr., who took possession of the premises on May 1, 1897. Twenty days later the building was reduced to the street level. Marc Edlitz & Son were the builders to whom meanwhile had been awarded a general contract for the construction of the Empire Building from plans by Kimball & Thompson, architects.

Never before had so tall a building been suggested. The closest approach to it was the Manhattan Life Building, designed by the same architects, which was sixteen stories in height. When this was completed in one year's time, it was believed that the height limit had been reached.

Just prior to 1892 a twelve story building, erected in twelve months was widely heralded as the "last word" in rapid construction work.

Two years later, on June 1, 1897, the twenty-one story Empire Building was begun. The exterior of the building was completed on April 19, 1898. The building was open to occupancy within one year after the removal of the old structure.

One feature of the old building that was incorporated in the design of the Empire Building was the 71 Broadway Arcade, which gave direct access to the elevated railway, and was one of the highest assets the building possessed. The arcade of to-day has the advantage of being connected with both the elevated and subway lines. It is a bigger asset than ever before and actually is the "gateway to Wall Street."

Lower Broadway in Old Days.  
Thirteenth Trinity Church, on the site of the Trinity of to-day, was erected in 1666 and destroyed by fire during the Revolutionary period. A survey by James Lygon, made about 1725, shows the site of the Empire Building to have been a part of the church reservation, then undivided by Rector street.

Harvor Square and Bowling Green were then the fashionable residence sections, and Battery Park a place of rendezvous. But few streets then had been laid out beyond the city's boundaries, which marked the line of Wall street. On the shore, about where Rector street now ends, Rip Van Dam built and launched vessels and acquired a considerable fortune. It may have been a general contract for the construction of the Empire Building from plans by Kimball & Thompson, architects.

Title to the site now occupied by the Empire Building was of dual origin, the first holders of record being Trinity Church and the German Lutheran Church. The latter church occupied only a part of its holdings, the corner of Broadway and Rector street being occupied by an inn. This plot was sold in 1809 to the Rector Church warden and vestrymen of Grace Church" and a

house of worship soon afterward graced the site.

About 1837 "from various causes the present site of the church having become unsuitable, it was deemed expedient to sell the same and with the proceeds to purchase other church lands, &c." Michael Simpson of Boston, a merchant, purchased the site in 1845. It was sold to the late Orlando B. Potter, father of Frederick Potter, in the year 1884.

After Mr. Potter's death, in January, 1894, the property passed into the hands of Frederick Potter and Clarence H. Kelley, as trustees of the O. B. Potter trust. They erected the twenty-one story Empire Building, the city's first "skyscraper," which now has become the permanent executive headquarters of the world's largest corporation, the United States Steel Corporation.

Sailing in Northwest Passage.  
SEATTLE, April 23.—Capt. Joe Barnard of Nome, Alaska, Arctic trader and navigator, is still sailing west to east through the Northwest passage and should reach the Atlantic Ocean by next October, Capt. Alexander Allan, veteran northern trader, reported on his arrival here to-day from Port McPherson, on the Arctic. Capt. Allan "mashed" about 800 miles from McPherson to Fairbanks, Alaska.

AMUSEMENTS.  
AMERICA'S FOREMOST THEATRES AND HITS UNDER THE DIRECTION OF LEE & J. SHUBERT.

WINTER GARDEN Broadway at 50th St. MATINEE TO-DAY. 2:30. EVENINGS 8. MONTE CRISTO JR. 'A Diamond Mine of Entertainment'—Seymour Rathbone, Eve. Sun. HOLIDAY MAT. NEXT MONDAY AT 3. SUNDAY NIGHT CONCERT. Best Musical Entertainment in New York. CENTURY GROVE ROOF OF CENTURY THEATRE. GET AT 10:30 A SENSATION—PHONE CO. 0000.

TOBY'S BOW With NORMAN TREVOR. REAL COMEDY at 41st Street, Near Broadway. 41st St. Near Broadway. Evs. 8:30. Mat. To-day & Sat.

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FIFTH AVENUE AT FORTY-SIXTH

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OUR FLASANT SINS, with Henrietta Crookman, Pauline Lord, Vincent Serrano, Forrest Winant, Gracie Lee, and the "Gypsy Kings." Evs. 8:30. Mat. To-day & Sat. 2:30. REYNOLDS 45th St. Theatre, near B'way. Evs. 8:30.

FULTON 46th St. Theatre, near B'way. Evs. 8:30. 46th St. Theatre, near B'way. Evs. 8:30.

MOROSCO 47th St. Theatre, near B'way. Evs. 8:30. 47th St. Theatre, near B'way. Evs. 8:30.

COURTENAY & WISE IN THE FUNNY CAPPY RICKS. Plymouth 47th St. Theatre, near B'way. Evs. 10:30. Mat. To-day & Sat. 2:30.

JOHN & BARRYMORE in "THE JEST" From the Italian. LOEW'S 7th Ave. at 125th St. Evs. 8:30. Mat. To-day & Sat. 2:30.

MANTELL To-night "KING LEAR." Nat'l. W. Marjorie Rambeau Fortune Teller.

REPUBLIC 11th St. at 124th Ave. Evs. 8:30. Last 4 Times. MARJORIE RAMBEAU in "THE WOMAN IN ROOM 13." Evs. 8:30. Mat. To-day & Sat. 2:30.

BROADWAY